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PRIVATE RESIDENTS AT THE
HONGKONG WEEKLY
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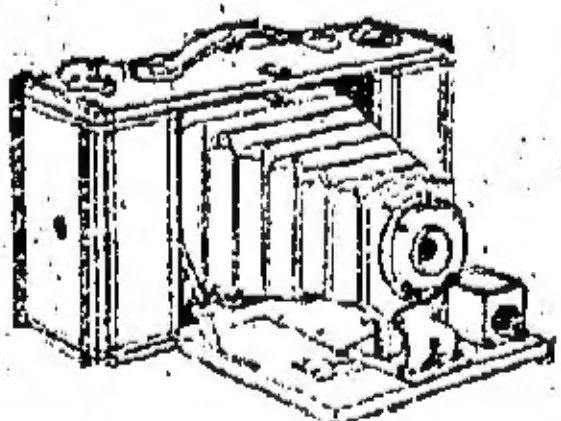


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[25]

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BIRTH.

At "Shoukiffo," Garden Road, to Mr. and
Mrs. C. SCHROETER, a son.HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 431, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 21ST, 1911.

ANOTHER attempt is being made by the Government of the Colony to deal with the vexed question of the registration of Chinese partnerships. A Bill was introduced into the Legislative Council yesterday "to establish Registered Partnerships and to give effect to certain Chinese Partnership Customs." Registration is to be voluntary, but partners who do not register are subject to the unlimited liability of the present partnership law. The Attorney-General explains the chief characteristics of this law to be the unlimited liability of each partner for the debts of the firm, the dissolution of the partnership upon the death or bankruptcy of any partner, and the limit to the number of partners. The existing Ordinance entirely ignores the Chinese customs of partnership, and the Chief Justice in deciding a case not long ago pointed out to the Government "the extreme danger of reproducing English legislation, bodily into the Colonial Statute Book without, at least, considering the question how it may affect the Customs of the large body of Chinese who are legislated for." Apparently the Bill now introduced is the result of this warning, and it has the merit of being the best attempt so far made to secure the registration of Chinese partnerships in the Colony. All previous efforts have been in

the direction of making partnership registration compulsory, and though many Chinese merchants have favoured the idea, it has been generally recognised that such legislation would be not only inadvisable, but unworkable. This conclusion was embodied in the report of the Committee appointed by the Government to inquire into the subject ten years ago, and though since then, from time to time, Judges on the Bench have sighed for legislation, no attempt has been made until now to meet the need. The Bill now before the Council seems a very practical attempt to initiate a reform long felt and earnestly desired not only in Hongkong, but in all the Treaty ports of China, as well as in Singapore, Bangkok and many other centres of trade where there are Chinese trading communities. When once the most important Chinese business concerns of the Colony commence to register their partnerships, in all probability the example will be widely followed by the smaller firms, for the advantage of such registration will quickly be recognised. The provisions of the Bill would appear to meet the chief objections which have hitherto been advanced against registration of Chinese partnerships. It has been urged, for instance, that if registration were made compulsory, the actual proprietors in many cases would put forward men of straw to be registered. This was a view presented by Sir THOMAS JACKSON and others before the Committee of Inquiry ten years ago, and Sir THOMAS said: "One would rather know the amount the firm is worth than know the names of the partners." We may take it that he would agree that it is useful to know both, and the Bill just introduced in the Council, if passed, will doubtless induce those Chinese firms who have nothing to fear, but much to gain, by such publicity, to supply these particulars for the information of all and sundry. Due care seems to have been taken in the Bill to guard against the possibility of fraudulent registration. Each partner desiring to be registered is required to deliver to the Registrar of Companies answers to eight specific questions, and anyone knowingly making a false or incomplete return commits a misdemeanour. The only penal clause in the Bill, however, relates to default in complying with the provision which requires any change occurring in a registered partnership to be notified to the Registrar of Companies within fourteen days, each registered partner being made liable on summary conviction before a Magistrate to a fine not exceeding ten dollars for each day during which the default continues, the maximum being fixed at five hundred dollars each. Registration in the first instance being voluntary, there does not appear to be anything in the provisions of the Bill to which serious objection can be offered, and we imagine it will be welcomed by the leading Chinese firms in the Colony. The experiment is one well worth making.

The Coronation of the King of Siam has been fixed for the month of November, although the actual day has not yet been decided on.

Mr. T. Aoki, Japanese Commercial Attaché for Hongkong, has arrived in the Colony. This is a new appointment so far as Hongkong is concerned.

A gambling raid was carried out at 36, Canton Road, Kowloon, on Wednesday night, and 16 men, mostly launch coxswains and lightermen, were arrested. Yesterday they were fined \$4 each.

Colonel C. W. R. St. John has assumed command of the Troops in Hongkong during the absence of Major General Anderson, C.B., who has gone to Shanghai for the annual inspection of the Volunteers.

The police have been informed that a party of men went to the Yin On godown in Des Voeux Road on the 17th inst. and by means of a forged order obtained 205 bags of damaged rice valued at \$1,600. The thieves have not been traced nor the property recovered.

A paragraph is going the rounds of the papers in the Far East that His Excellency the Governor of Hongkong, Sir P. Lugard, K.C.M.G., and Lady Lugard will proceed to India to attend the Coronation Durbar, but we learn that there is no definite authority for the statement yet.

An American pugilist on duty in Hongkong on Wednesday night fell from grace. Apparently he inebriated too much liquor with the result that instead of assisting to keep the peace he became exceedingly disorderly. He broke a pane of glass in an electric train and was also accused of assaulting a Chinese constable. He made his appearance before Mr. J. R. Wood at the Magistracy yesterday. The charge of assaulting the police was withdrawn, but he was fined \$25 for disorderly conduct and \$5 for breaking the glass.

ARRIVAL OF THE SUBMARINES.

The three submarines which have made the voyage out from England arrived in Hongkong harbour yesterday morning escorted by H.M. cruisers *Monmouth*, *Pelorus* and *Edgar*.

TELEGRAMS.

[Protected by the Telegraph Message
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["DAILY PRESS" EXCLUSIVE SERVICE.]

REVOLUTIONARIES IN PEKING.

WHOLESALE ARRESTS.

PEKING, April 20th.

Sixty suspected revolutionaries, believed to be friends of the murderer of the late Acting Tartar-General of Canton, and followers of Sun Yat Sen, have been arrested in Peking since Monday.

The prisoners, who are chiefly Cantonese living in the province of Chihli, include a leading actor and several men who are interested in businesses with foreign partners.

The incident is being widely discussed.

THE VICEROYALTY OF MANCHURIA.

PEKING, April 20th.

H. E. Hsi Lung has been relieved of the Viceroyalty of Manchuria, and H. E. Chao Erh-shun, the able Viceroy of Szechuan, has been appointed to succeed him with the special rank of Imperial Commissioner.

His Excellency will combine with his office the Tartar-Generalate of the Three Provinces, and is thus given wide powers and a direct and unchecked control over the military and civil officials of the whole of Manchuria.

[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]

TURKEY AND PERSIA.

THE TURKISH POLICY.

LONDON, April 20th.

In the Chamber at Constantinople the Foreign Minister, Rifat Pasha, has made a statement on the country's foreign policy.

Referring to Persia, he said that Turkey desired to see a strong and independent Persia, and the only question in dispute was the delimitation of the frontier.

The Minister announced the proposed appointment of a Turco-Persian Commission of Delimitation, but said the reply of the Persian Government had not yet been received.

FIGHTING IN MOROCCO.

LONDON, April 20th.

A Tangier message states that the Sultan's army in retiring on Fez from the Shérarda country met the rebels and gained a great victory, considerably improving the situation.

THE WAR IN MEXICO.

LONDON, April 20th.

Telegrams to-day mention the opening of negotiations for an armistice with the Mexican rebels.

BILLIARDS.

COLONY'S AMATEUR CHAMPION DEFEATED.

An interesting game of billiards, which may be regarded as a match for the amateur championship of the Colony, was brought to a conclusion at the Soldiers' Club last evening. The game was between Sergeant Pitt, of the Hongkong Police, who recently won the Amateur Championship, and Corporal Geary of the K.O.Y.L.L., a new arrival. The match was started on Wednesday night when the 6 at 50 was played, the scores being Geary 502 and Pitt 407. Last night the final 500 was played, and the result showed that Pitt had met his match, notwithstanding the fact that he played a consistent game and scored the highest break of the evening, 43. Geary, who has a splendid light touch and a true eye, also showed that he had an excellent knowledge of the table, and ran out a winner by 132, the final scores being: Geary, 1000; Pitt, 893.

THE MINISTERING CHILDREN'S LEAGUE.

ADDRESS BY LADY LUGARD.

Lady Lugard, as President of the Hongkong Branch of the Ministering Children's League, yesterday afternoon entertained on the lawn of Government House 235 European members and 88 associates of the League.

Lady LUGARD, in addressing the young people, said:—Children, You have come to tea with me. And the reason you have come to tea with me to-day is because you have all joined the Ministering Children's League. Before we have tea together I want to talk to you a little about the Ministering Children's League. The first thing I want to say is that the League is only a League of Kindness. We have all joined it—we grown-ups as well as you children—because we think that the world can be made better by having more kindness in it, and we all hope to learn to be a little kinder than we are. That is the chief thought that I want you to have in your minds while I am speaking—just the thought of kindness.

The name of the League, as you know, is the Ministering Children's League. Now you all know what children are, but perhaps some of you don't know what Ministering Children's League means. Ministering means helping, and "Ministering Children's League" means "Helping Children," or "Children who help." League, I may perhaps tell the little ones means joined-together, so the "Ministering Children's League" means "Children joined together to help." Look round the room! There are nearly 250 of you here. That means that 250 of you in Hongkong have joined together to help. You may ask, to help what? Why, nothing less than the world! It seems a big thought for children, and some of you quite little ones, to help the world. It is a big thought for us grown-ups also. It makes us all feel very small to think how big the world is and how little we can do. But the only way the world can get helped, is by everyone trying to do what he can in the place where he lives. We who live here begin with Hongkong. It is part of the big world. And you begin with the bit of Hongkong that you live in—your home or your school. They also are part of the big world, and the way you begin in your home and your school is that you try to be kind to everybody and everything. Fortunately it is really easy to be kind. It is much easier than doing sums or practising scales or making button-holes. It is so natural. Everybody can do it. There is always something that wants help. Perhaps it's only the cat who is meowing at the door to get in or to get out. Well, you let her in or out! Perhaps it's your mother who is tired and wants you to mind the baby while she gets a cup of tea. Well, you mind the baby and you take care if possible that it does not squall. Perhaps your father wants his boots, and you fetch them. Perhaps you are cleverer at sums than somebody else, and you can help him with his arithmetic. Perhaps somebody sick would like to be read to, and you read to them. These are all very little things, and I don't doubt that every one of you—even the very smallest—can think of other and better things that you could do, not only every day, but many times in the day. Perhaps you have never thought that to do these kind things would help anybody. But it would help the whole world very much if everything in it were kind. So the first thing the Ministering League wants of every child who joins it is that they should be kind. This is the real meaning of joining the League. Kindness, we think, is the beginning of all the virtues, for kindness leads to unselfishness, and unselfishness leads on to all the rest. Text and speeches and subscriptions and working parties are all good as help, but they will be as nothing unless they leave us a little really kinder than they find us. You will forget about it, of course, sometimes. "We all forget. But to-morrow morning I want you all just for once, when you wake, to say to yourselves, "I have joined the Ministering League, and I must be kind to-day." Then I want you to tell us something kind to do as early in the day as possible. If you do this once it will come to you to do it again, and help to form a kind habit of mind. If you have forgotten already by to-morrow you must try and do it some other day when you remember, and when you try to do something kind let it be something really kind that the other person wants, not only something that you yourself want to do and that the other person does not care about. Don't try to read to someone who does not want to be read to. Don't water the flowers when they are already soaking. Perhaps some of you have heard about the Boy Scouts. The Boy Scouts in England are something the same as ministering children here, but the Scouts' movement is for boys only. One of their duties is to try and do something kind every day. The Boy Scouts have a uniform which they are rather proud of wearing. One boy that I heard of had just got his new uniform. He was very pleased with it and wanted to show it to every one he met. A friend to whom he showed it said, "Yes, it is very nice, but have you done four kind acts to-day?" "Oh, yes, I do it!" "What did you do?" "I showed my uniform to the baby." Now you all see that the baby couldn't possibly want to look at his uniform, so Master Johnny was simply pleasing himself by showing off his uniform. He wasn't doing a kind act at all. That is the wrong way of being kind. There was another boy in a place where I was when I was at home where there is a great deal of hunting and a good many tireless games. The hunt was stopped one morning by a gate. The boy ran and opened it and held it till all the men on their horses had got through. The last man through put his hand in his pocket to find a shilling for the boy. But the boy shook his head. "No, thank you, sir," he said, "I am a scout."

He was doing his kind act, but it was a real kind act that the whole hunt wanted, and he did not want to be paid for it. Now I expect you know what I mean when I say that we want you to open gates and not to show your uniforms to the baby. I said a little while ago that you can all—even the youngest of you—find ways of your own to be kind. So I am sure you can. But in case you can't always think of things for yourselves, there is one way that the Ministering League puts before the children who join it. In every part of the world, there are charities to help those who are very poor. In Hongkong there are a good many charities which are specially intended to help poor children. There are convalescent and schools where poor children are received and educated. There is a house where blind children are taken care of and educated. These places need money to pay their expenses—children have no money of their own to give, so the Ministering League doesn't ask for money. But children can work. The Ministering League has a bazaar every year where things are sold for money, and it asks all the children who join the League to work for the bazaar. When they want to do an act of kindness they can do some work for the bazaar, and later when all the work is sold at the bazaar, the money that is made is divided between the charities of Hongkong. Just a little of the money that is made is sent to England, too, to help to keep a home for children who have no home in England. The bed for one child which is paid for by the money sent from here is called "The Hongkong Cot." The bed has been paid for up till next December, and before November we will have another bazaar and send home more money, so that you may keep that child happy for another year. That is a kind thing which you can join in. The ladies who are Secretaries and Associates of the League will help your children with the work, if you ask them. That will be their kind act. In this way, by working for the bazaar, you who have no money can still help children who are poorer than yourselves. It bears out your name of "Helping Children." And what the League particularly wants every one of its members to remember is that though the world is big, nobody is too small to be able to help it with kindness.

After the address tea was served on the lawn on the north side of the house.

CORRESPONDENCE.

THE TIME-BALL OFF DUTY.
[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

"DEAR SIR,"—"Time-Ball" is very naturally surprised that in a great port like the Observatory does not give us the time on Bank Holidays. His surprise will perhaps be increased if he looks up in the *Gazette* the magnificent appropriation made for the maintenance of the Observatory, and he may agree with me that we get as much as we pay for.

He suggests a comparison between the running of the Observatory and of a ship. Let us see how far we can go in this direction. If I am rightly informed, the scientific staff at that institution consists of the Director and one assistant; so the skipper and the mate should take watch and watch three hundred and sixty-five days a year. "Time-Ball" surely knows how he is dropped, by stellar observations, not by "taking the sun," as it were.

If his sailor friends would pay another half-cent a ton, they might have all sorts of luxuries. Failing that, I suggest that they put in a little work on Bank Holidays, take the sextant and chronometer ashore, as I have had to do many a time, with the artificial horizon, and get time for themselves.—Yours truly,

FAIR DEAL.

THE MAGISTRACY.

The report of Mr. E. R. Hallifax, Police Magistrate, shows that the number of cases at the Magistracy for 1910 was 11,681, as compared with 10,991 in 1909. The revenue for the year under review was \$7,970.76 as against \$69,986.42 for 1909.

The total number of cases tried in, and expenditure and revenue of the Magistracy for the years 1901 to 1910, is as follows:—

Year.	Expenditure.	Revenue.	Total Number of Cases tried.	Percentage of Expenditure to Revenue.
1901	823,794.23	\$68,764.55	14,531	34.60
1902	29,050.62	96,723.25	16,070	30.03
1903	38,046.30	11,310.77	14,268	53.35
1904	38,466.48	95,498.12	14,303	40.34
1905	37,762.86	88,145.26	13,450	40.57
1906	39,303.16	79,557.64	13,871	49.40
1907	40,455.52	67,133.26	13,414	60.26
1908	46,018.18	68,696.43	10,555	66.98
1909	40,119.69	69,986.42	10,771	57.32
1910	38,480.03	75,970.76	11,681	50.58

WEATHER REPORT.

On the 21st at 11.55 a.m.—The barometer has fallen considerably in Vladivostok, and risen elsewhere, particularly over N.E. Japan and N. China.

The depression lying over the latter area yesterday has reached the neighbourhood of Vladivostok.

The other depression which was situated over Hokkaido has moved away over the Pacific.

A band of high pressure lies over S. China and the Pacific towards the Hebrides.

Moderate N.E. winds are indicated over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	N.E. winds, light or moderate; fair.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEVEREUX LUGARD, K.C.M.G., C.B., D.S.O.
Hon. Mr. C. CLEMENT (Colonial Secretary).
Hon. Mr. C. G. ALABASTER (Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).
Hon. Mr. A. W. HAWTHIN (Inspector-General).
Hon. Dr. Ho Kai M.B. C.M.G.
Hon. Mr. Wei Yuk, C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. E. A. HEWITT.
Hon. Mr. E. OSBORNE.
Hon. Mr. H. KESWICK.
Mr. R. H. CROFTON (Clerk of Councils).

MINUTES.
The minutes of the last meeting were read and confirmed.

NEW MEMBER.
Mr. C. G. Alabaster took the oath and assumed his seat as a member of the Council.

FINANCIAL MINUTES.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 23 to 25), and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 5), and moved its adoption. The Colonial Treasurer seconded, and the motion was agreed to.

PAPERS.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Police Magistrates' Court for the year 1910, also the report on the British section of the Kowloon-Canton Railway for the year 1910.

KOWLOON-CANTON RAILWAY.
His Excellency—Gentlemen, this is the fourth successive year that I am to make the annual statement on the progress and cost of the railway. The cost of this undertaking is so large in proportion to our revenue that I have always thought it advisable to treat it in a manner usually accorded to the colonial budget. I hope that that course is in accordance with the wish of this Council and of the community outside.

The report of the Chief Resident Engineer laid on the table with the accounts for the last year, and I shall endeavour to explain such items as appear to require explanation and to invite your attention to some of the salient points. The task is not an easy one without being prolix, and I would ask you in dealing with the figures to follow me as closely as you can in the tables in the report. In order that our proceedings may be in accordance with the standing orders of this Council I will move the resolution as printed in the orders of the day, in order that members who wish to ask any questions and to express their views may have an opportunity of following me and doing so. The estimated total cost of the railway including interest on the capital sum during construction was last year put down at \$12,371,498. That, you will see, is in column 3 on page 9. The estimated total cost now appears in column 6 as \$12,296,929 to complete the railway. That shows a decrease on the total estimated cost of last year of \$74,569, and to this estimated light-line between Fanning and Shataukok which is \$72,003, because this is now a separate work and was not hitherto included in the estimates of the railway. I will speak more on the details in a few minutes. Adding these two sums we get a total decrease in the estimated cost of completion of \$146,574. In the next table on pages 10 and 11 you will find a statement in detail of the various excesses and savings on the new estimate over the estimate which was presented to you this time last year. The first important item in that list is under heading IX. a and f, construction plant for loco and coaching and wagon and rolling stock. From this \$181,944, we must take \$20,000, which is included as part of the cost of the Fanning railway, which makes the item an excess over last year's estimate of \$161,944. This increase in the cost of railway stock is in order to meet the requirements, both in locomotives and in coaching stock, for the through connection to Canton, and I may mention in this connection that it has been already agreed that each section, the British and Chinese, shall find its own rolling stock in proportion to its mileage. The next large item is under "Construction" No. 9, construction plant, including a. You will see there is a sum of \$109,961, which has been written off for depreciation or realisation of plant required during construction, that is to say, the total cost to the railway of plant required for construction now stands at \$211,395, as shown in the table on column 6.

Hon. Mr. HAWTHIN.—Excuse me, your Excellency. I think you have given us the wrong number. I cannot follow it.

THE DIRECTOR OF PUBLIC WORKS—Pages 12 and 13.

HIS EXCELLENCY—We must take pages 12 and 13 in conjunction with page 9. Referring for the moment to page 9, you will see that a sum of \$109,961 has been written off the item of construction plant for depreciation and realisation of plant during the year, and the net cost is shown in column 6, page 9, as \$211,395, and not as it was last year at \$101,884. That is to say, it has been increased by the sum of \$109,961. The third large item of excess is contained in the last five entries in column 6, page 9, under the headings "Stores China" and "Stores suspense." The first three of these items total to a sum of \$113,395, and if you turn to page 7, you will see that that sum covers a quantity of stores which are available for renewals and extensions, and provide sidings and spares for the line after completion. The last two items under "Stores China" and "Stores suspense" total to \$76,446. These stores are expected to realise \$32,000 on sale, just as the stores under "construction plant" are expected to realise one lakh, and that has been taken as credit (\$132,000, at the foot in italics) which is expected to be realised from sales of stores when ever any purchaser may be found, and you will notice that sum has been written down also by \$18,000 from the sum of \$150,000, at which it stood last year. Adding these various sums—the amount by which construction plant has increased, totals under "Stores China" and "Stores suspense" and the \$132,000 written off from the amount expected to be realised by a sale, totals \$317,802, excess on the old estimate of last year. Out of that excess the railway will have in

construct one to the Cement Factory and one to the Standard Oil Company. This, I hope, will foster local industries. It is not primarily to foster local industries that they have been constructed, but because the railway hopes to secure an adequate profit for the Colony. I will turn now, gentlemen, to the light line to which I alluded just now. You are aware that for the last three years the Government has been receiving a rental from Castle Peak Bay to Shatin and to Tiger the amount might be available as soon as possible for use. I gave instructions to construct it in the first instance only eight feet broad, but bridges and culverts the full breadth of 14 feet, and also that the land which we required to be reclaimed should be of sufficient area for the road to be broadened to 14 feet. We have ascertained that there was a very large traffic between the Colony and Shatin, just across our frontier. Therefore, I think a light rail foot line is constructed between Fanling and Shatin, it will gain a great access of traffic to the railway. We have on hand a large quantity of old-meter gauge—2ft. 6in. lines—and sleepers, together with two small engines which it is proposed to utilise. It is also proposed to purchase a certain quantity more material necessary to complete the line. The widening of the road will be borne by Public Works Extraordinary out of the public revenue, and the amount will be limited to the extent the accounts will be kept of the workings, and if we have proof of the success anticipated we will see whether we are justified in extending it on to Pingshan and possibly to Castle Peak Bay. We must not, in thinking of this light railway, forget its administrative value—the time and money saved and of the efficiency in the administration by the transport of police and other officers. In this connection, the railway is now estimated to be completed for the round sum of \$123,000, and included in this is a sum of \$115,000 odd which has been invested for renewals and repairs to the line when opened. But this cost does not include the cost of the terminal station which was included in the early estimates. There is, however, on the estimate, as you will see, one lakh for any railway which is necessary which may have to be constructed in the future. During the course of the year to close the loan would require further charges for siding, warehouses, or rolling stock will be debited to the revenue and to Public Works Extraordinary. The cost, however, in a matter of accounting and will be charged to what is called capital account, and not to the open line maintenance. That is immaterial so far as the Colony is concerned, because in either case it pays it. I think, gentlemen, my words cover the salient points in this report, but may further information which any member of Council may desire shall be glad to give if I can.

HIS EXCELLENCY then moved the resolution as follows:—“It is hereby resolved that a sum of dollars four hundred and twenty thousand five hundred and one and cents fifty-nine (\$412,015.59) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1911.”

HON. MR. COLONIAL SECRETARY seconded.

HON. MR. HEWITT—I rise to a point of order. I have a few words to say in reference to following the question of the budget, and whether we should be called upon to vote on this resolution this afternoon, or whether it is to be postponed until next meeting, and if postponed whether unofficial members will have the right of speaking.

HIS EXCELLENCY. It was intended to pass the resolution this afternoon, when any member can speak and I will reply; but if it should be postponed to unofficial members that the resolution be deferred until next meeting I shall be glad to do so.

HON. MR. HEWITT—Your Excellency, that being so, whether this resolution goes to this meeting to-day or not is apparently a matter still to be settled. It is very obvious that unofficial members at all events cannot possibly be expected to express an opinion on the vote now before us, or the very valuable statement which your Excellency has put before us, for the very good reason that that the resolution is as far as about ten minutes. Therefore it is only those who should have time to consider the question and make any remarks which may occur to us. I am perfectly certain that all the unofficial members—although I do not do so for them—will endorse what I say with regard to the carefully prepared and illuminating remarks which your Excellency has been good enough to give us, and which, when carefully considered, will put us in possession of the full details of the question. Still, I think we ought not to vote on this resolution until this afternoon. Practical work on the railway was begun before your Excellency arrived here, but from the first day of your arrival you have devoted every possible spare moment of your time and given all the necessary personal supervision you possibly could to this railway. If there has been any money wasted or any loss of time it is certainly not due to want of any exertion on your Excellency's part. That, I think, all are agreed, and I am glad to say I again feel that the railway has been constructed, and I cannot accept the statement made by your Excellency that the interests of the ratepayers have not suffered during the course of the construction of this railway, the original estimate for which was something like between five and six million dollars. The whole community, realising the importance of being linked with China by rail, urged for many years that a railway should be constructed at the earliest possible date. Therefore the whole community is responsible for the construction of the railway, but it is not responsible for the way in which it was constructed, nor for the cost incurred. The cost is now estimated, including everything, at something like 12½ million dollars, some 100 or 150 per cent more than the original estimate. That railway is 22 miles long, running over comparatively simple country, with no important shipping centre, and with the line itself only costing £250,000 per mile. I doubt if any other railway in the world, with the exception of one or two in South America, have ever cost such a price, and I cannot see why ours should have cost such a terrible sum of money. I certainly think that those who are responsible for the construction and expenditure have not had the proper interests of the ratepayers before them. I cannot understand how it is that the ratepayers can say “they have done the best they can” without any fear. Your Excellency referred with great satisfaction to the unexpected increase in the revenue for the few months during which the railway has been working, and I trust that unexpected increase will continue. Your Excellency said it was larger than you dared to expect. On the other hand, we have got to remember that the cost of the railway is infinitely larger than the revenue derived from it.

other. At the very most, if you get six per cent increase you will really be doing very well, but that does not seem to be sufficient for the expense and working expenses. Your Excellency made other references to my hon. friend (Hon. Mr. Keewee) the Chairman of the Dock Company. I think it is only right to remind you, though was not here at the time we had the discussion on the last budget, that I myself, speaking on behalf of the unofficial members and with the entire approval, made exactly the same criticism as my—hon. friend—made in his capacity as chairman of the Dock Company with regard to the construction of workshops. It is not a question of granting a monopoly to the Dock Company, and I feel satisfied that the business which I here will support the opinion which I have expressed. We have two big dock companies with permanent staffs, and there is every other slack time, and if necessary the Admiralty dock would, no doubt, help the Government of the Colony. There are also many small dockyards all fully equipped with good machinery, and I am sure that the Government will be able to use, and it still seems to me, that it is necessary for a railway 22 miles long to take the expense of keeping two large staffed workshops which cannot possibly be kept fully employed. I make that statement without the slightest hesitation, in spite of the fact that I am not an authority as Mr. Wolfe Barry is in regard to it. I am perfectly certain that the cost of the running of most of the business of the community. It is the business of the community. It is not a question of granting a monopoly to the Dock Company, and I feel satisfied that the business which I here will support the opinion which I have expressed. We have two big dock companies with permanent staffs, and there is every other slack time, and if necessary the Admiralty dock would, no doubt, help the Government of the Colony. 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There are also many small dockyards all fully equipped with good machinery, and I am sure that the Government will be able to use, and it still seems to me, that it is necessary for a railway 22 miles long to take the expense of

who enter houses and gag women and board
junks carrying inefficient and untrained
crews will, I hope, in future be sure that
they will receive a flogging with the
"cat." In addition to a long sentence
of imprisonment, The Assistant Superintendent
of Victoria (that whose long experience
makes his opinion of much weight), tells me
that the ordinary punishment of birching on
the breech is no deterrent whatever, and the Cap-
tain Superintendent of Police, Mr. Baddeley,
told me that short sentences of imprisonment
were equally futile. Criminals of this class were
perfectly ready to run the risk and inconveni-
ence of the temporary discomfort of birching on
the breech, and small periods of imprisonment
which they evidently expect will be the most
they can get. As a rule being sure that they
will beat liberty again within a few years or so
they threaten anyone giving evidence against
them that they will subject them to their signal
revenge when they get out of prison. This makes
people who are subjected to these outrages most
unwilling to give evidence which will lead either
to the capture or conviction of criminals, and the
task of the police is rendered much more difficult
than it ought to be. On the other hand, Mr.
Baddeley tells me that convicts who have in
actual period of imprisonment of from five to
seven years are, independent of the mark
system, taught a trade, and when they come
out of gaol are generally in great demand
as skilled artisans. In his experience he
can hardly recollect that a convict of
that sentence ever returned to gaol. Long sen-
ences in themselves are not a sufficient
deterrent, but it is hoped that the applica-
tion of the "cat" combined with a long
sentence will be an ant to crimes of this
nature. It is an ant to years ago, now
since the hon. member on my last lecture,
Mr. Wei Yut, who represents the Chinese com-
munity told me his thought, and that other leading
Chinese thought with him, that crime was in
prevalent than ever he could recollect it before.
I lost no time in taking such steps as I could to
make a thorough investigation, and to devise
means to put an end to this state of affairs.
Shortly afterwards I was absent from the
Colony on leave, but the Officer Administering
the Government, Sir Henry Murray, did not allow
the matter to rest. He facilitated what I may
call a campaign of banishment against a large
number of men who were members of Triad
societies, or known to be living on the
proceeds of gambling or prostitution, and
otherwise suspicious characters who had
been sufficiently cunning to avoid detec-
tion by any offences that would enable
them to be convicted by a court of law.
These undesirable aliens were banished whole-
sale, and between June and October 255 such
persons were put out of Hong Kong. In
addition to which a number of others were
banished on the expiration of their sentences
as they came out of gaol. The police, too, for some time past have
been very active in the matter of gambling,
not only because gambling is an off-our peace,
but it was found also that such houses are
the resort of the very criminals they cannot
get evidence to convict. Amongst other
steps taken sections 9 and 10 of Or-
dinance No. 3 of 1839 were revived which
had long been in disuse. Under that
Ordinance householders are compelled to give the
Registrar-General the names of temporary ten-
ants in their houses, and the revival of these sec-
tions had most excellent effect in enabling the
police to locate some of those bad charac-
ters, recommend them for banishment, or
obtain convictions against them in Court.
The application of the Banishment Or-
dinance has not been the only means we
are still doing our best to search out suspicious
characters, mostly aliens generally resident in the
Colony for a period of a few days or months, and
return them to the country to which they belong.
Also many other means have lately been insti-
tuted with a view to the suppression of crime.
One of them is the Bill before you, and I may say
in regard to that that I have it in contemplation
to ask the Secretary of State whether banish-
ment cannot be extended to include some
of the worst forms of kidnapping. We have
it all read in the papers, and I could quote to
the Council instances where children have been
kidnapped and brutally murdered because the
ransom demanded was not immediately paid.
Why the forcible abduction of a human being,
combined with threats to murder, should be
differentiated from thefts of goods and
thefts with violence, I, being a layman
and having no legal qualifications, cannot
explain. Kidnapping and prostitution is
another crime which is hardly less revolting
and which is becoming more and more
common. I could again quote to the
Council many instances which have occurred
of a most revolting kind quite recently
in this Colony. I hope my representations to
the Secretary of State will carry the conviction
to him which entirely possesses my mind on the
subject. This crime of kidnapping is becoming
every much more common in this Colony, and
children stolen in China are even held to
ransom in this Colony. Previously children
stolen here were held to ransom in China, but
now children are abducted from China
and held to ransom under the British
flag. I think you will agree with me that
no efforts can be too strong to put an
end to such a state as this (Applause). We have
great to increase the police force by one
European detective inspector, eight Chinese
detectives, together with 12 Chinese con-
stabularies at a total cost of \$6,866, which
will be met during the present year by
savings from the police vote. This will enable
the system which at present prevails
in the Central district of placing each district
under the charge of a Chinese detective,
upheld to know all the bad characters
and to be responsible in a measure
or them, to be extended to the east
and west of Victoria and also to Kowloon.
I also have it in contemplation that the
Captain Superintendent of Police should be
allowed to recruit over the strength to a small
extent to replace men who are absent and
vacancies which are unfilled. This will not
involve any increase in the estimates, but
decrease in the savings which annually
accrue from the police vote. The
average savings for five years of the
whole vote stand at \$31,591. I think a
portion of that sum could be devoted to main-
taining the police force at its maximum strength.
The other portion which I have mentioned
in connection of crime is an increase in
co-operation between our police force and that
of Canton. I took the occasion the other day
when I made an official visit to the Viceroy
to speak to him on the matter and explained
to him my views of the mutual benefit
that would accrue by reciprocity in this
matter. I found him most willing and
willing to co-operate. I promised to send down
an official of high standing to discuss the matter
in details with me. I am glad to say
that that official, Mr. Wei Han, arrived
this afternoon. There are other minor
points, such as restriction of the movement
of small craft in the harbour by
light, extension of return from banishment,
and others the purpose of which would be de-
tailed if I were to give you a full report.
(Continued on page 5.)

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D'AGUIHAR ST., HONGKONG.

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NEW ADVERTISEMENTS

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a Second Call of Dollars Ten (\$10) HONGKONG CURRENCY (Dollars Ten) and Cents Ten (10/10) HONGKONG CURRENCY per Share will be made on the 15th May, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th until 22nd inst., both days inclusive.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 14th April, 1911. [602]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Hongkong General Purposes Committee, St. George's Building, on SATURDAY, the 25th April, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th until 22nd inst., both days inclusive.

By Order of the Board of Directors,
GIBBS, LIVINGSTON & Co.,
Agents.

Hongkong, 6th April, 1911. [576]

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 16th April to the 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1911. [492]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1911. [493]

FOR SALE.

FOR SALE OR TO LET.

"KENNIS" 76A, PEAK SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram 7 minutes by "Rickshaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

RURAL BUILDING LOTS Nos. 50 and 59, containing 72,430 and 18,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon.

For Particulars, apply to—
E. D. KOTTEWALL,
Care of F. P. TALATI,
Ice House Street.

Hongkong, 17th April, 1911. [615]

FOR SALE.

REMAINING PORTIONS OF MARINE LOTS 31 and 36, at PRAYA EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVIEWED BY THE MEMBERS.

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THE TWENTY-SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Hongkong General Purposes Committee, St. George's Building, on SATURDAY, the 25th April, 1911, at Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th until 22nd inst., both days inclusive.

By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.

Hongkong, 14th April, 1911. [602]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on TUESDAY, the 25th April, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 28th February, 1911, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th April, 1911, both days inclusive.

By Order of the Board of Directors,
GIBBS, LIVINGSTON & Co.,
Agents.

Hongkong, 6th April, 1911. [576]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 16th April to the 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1911. [492]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1911. [493]

FOR SALE.

FOR SALE OR TO LET.

"KENNIS" 76A, PEAK SEVEN ROOMS; Large Verandah; American heating apparatus installed, making the house dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram 7 minutes by "Rickshaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [270]

FOR SALE.

RURAL BUILDING LOTS Nos. 50 and 59, containing 72,430 and 18,770 square feet, respectively, and situated at the junction of Barker Road with Magazine Gap. Site prepared ready for building upon.

For Particulars, apply to—
E. D. KOTTEWALL,
Care of F. P. TALATI,
Ice House Street.

Hongkong, 17th April, 1911. [615]

FOR SALE.

REMAINING PORTIONS OF MARINE LOTS 31 and 36, at PRAYA EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

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INTIMATIONS

CHINESE IMPERIAL RAILWAY.

CANTON-KOWLOON RAILWAY.

CHINESE SECTION.

NOTICE IS HEREBY GIVEN that the Portion of the Second Section of this Railway extending from SIEN TSUN to SHEK LUNG will be Opened to Traffic on the 24th instant.

DAILY PASSENGER TRAINS.

DOWN TRAINS.		No. 1.	No. 3.	No. 5.
CANTON (TAI SHA TOW) ...	Departure	7.30 A.M.	11.00 A.M.	3.00 P.M.
SHEK LUNG ...	Arrival	9.58 A.M.	1.28 P.M.	5.28 P.M.
UP TRAINS.		No. 2.	No. 4.	No. 6.
SHEK LUNG ...	Departure	7.35 A.M.	11.05 A.M.	3.05 P.M.
CANTON (TAI SHA TOW) ...	Arrival	10.03 A.M.	1.33 P.M.	5.33 P.M.

Further particulars will be given by the Traffic Manager on application.

By Order, THE ADMINISTRATION.

Canton, 14th April, 1911. [607]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the above Club will be held TO-MORROW (SATURDAY), the 22nd April, 1911, at 12.30 p.m. at the Office of the JOCKEY CLUB, on the Ground Floor of the Hongkong Club Annex, Charter Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 10th April, 1911. [583]

NETHERLANDS LLOYD

OF AMSTERDAM AND BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WENDT & Co.,
Hongkong, Canton and Swatow.

Hongkong, 24th March, 1911. [497]

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No. 14, Queen's Road Central,
Hongkong.

Hongkong, 3rd April, 1911. [38]

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(MITSU BISHI CO.)

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CHINKIANG: Messrs. GRAY & Co.
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SINGAPORE: Messrs. BORNEO & Co., Ltd.

For Particulars, apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.

Hongkong, 14th February, 1911. [574]

CHILDREN OF FAR CATHAY

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By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HAET, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

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TO LET

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 7th April, 1911. [575]

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

NO. 2A, D'AGUILAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & Co., LTD. For Particulars, Etc.

Apply to—
YEE SANG FAT,
Same Address.

Hongkong, 24th February, 1911. [562]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1911. [114]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1911. [116]

TO LET.

NO. 11, BEACONSFIELD ARCADE (Shop).

OFFICES on Ground and First Floor in Charter Road. Very central position. THE EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

NO. 25, BELLIOS TERRACE.

NO. 21 and 23, SHELLEY STREET.

NO. 57, PRAYA GRANDE, Macao.

FOR SALE.—Four Acres, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 4th April, 1911. [118]

TO LET.

9. MOUNTAIN VIEW (at present occupied by E. H. HALLIFAX, Esq.).

From 1st May, 1911.

10. MOUNTAIN VIEW, Furnished.

Apply—
Care of "Daily Press" Office.

Hongkong, 4th April, 1911. [491]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [543]

TO LET.

GODOWNS, 95 and 96, Praya East.

Apply—
CHATER & MODY.

Hongkong, 31st March, 1911. [121]

TO LET.

NO. 9, MACDONNELL ROAD, from 1st May.

NO. 10, MACDONNELL ROAD. "CREGGAN," 39, The Peak.

AN OFFICE on 1st Floor, 16, Des Vaux Road, Central.

OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1911. [113]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

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Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

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PUBLIC AUCTION.

THE Undersigned have received instructions from Geo. P. LAMBERT, Esq., to Sell by Public Auction.

On TUESDAY, the 25th April, 1911, commencing at 2.30 p.m., at his residence No. 4, Elliot Crescent, Robinson Road, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, Comprising—

A Quantity of FINELY CARVED BLACKWOOD (CABINET, HALL TABLE, COUCH, Lady's DESK, HALL CHAIRS, SILVER TABLES, BRACKETS, STOOLS and JARDINIERES).

BRASS FENDERS and BRASSES, BRASS COAL-SCUTTLE, OVERMANTELS, GAS CHANDELIERS and BRACKETS, CARPETS, LACE CURTAINS, OIL PAINTINGS, PICTURES, FANCY CHAIRS and TABLES, &c.

EXTENSION DINING TABLES, DINING CHAIRS, SIBERIAN with Boville Mirror, DINNER WAGGONS, SOLID TEAK BOOKCASE, Large ICE CHEST, CROCKERY, &c.

FINE TEAK WARDROBE with 3 Bevelled Mirrors, and other WARDROBES, MARBLE TOP DRESSING TABLES, MARBLE TOP WASHSTANDS, CHEST-OF-DRAWERS, WRITING DESKS, &c., &c.

DOUBLE BRASS BEDSTEAD, BRASS-MOUNTED DOUBLE and SINGLE BED-STEADS, BATHROOM, PANTRY and KITCHEN REQUISITES.

One UPRIGHT GRAND PIANO, by Steinway & Sons.

One MERCURIAL BAROMETER, by L. Casella.

AND A QUANTITY OF FINE PALMS and PLANTS in Pots. Terms—As Usual.

Catalogues will be issued.

On View from MONDAY, the 24th April, 1911.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th April, 1911. [617]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (Fl. 250,000). Subscribed Capital Fl. 12,378,100 (Fl. 203,150). Reserve Fund Fl. 2,754,339.09 (Fl. 229,523).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS.

SHIPPING

ARRIVALS.
 BAYERN, German str., 5,085, Bremer, 20th April—Singapore 14th April, General—Hamburg-Amerika Linie.
 CHINUA, British str., 1,349, Benson, 19th April—Shanghai 16th April, General—Butterfield & Swire.

DAIYA HAKU, Japanese str., 2,798, K. Koyama-shi, 20th April—Mojji 15th April, Genl.—Mitsui Bishi Kaisha.
 FLORA, British str., 4,360, J. Nicholas, 20th April—Singapore 14th April.
 FRI, Norwegian str., 360, Anderson, 19th April—Dahly 15th April, Benson—Asgard, Thorsen & Co.
 GREGORY, British str., 2,961, S. H. Nelson, 20th April—Calcutta 4th, Penang 10th and Singapore 14th April, General—David Smith & Co., Ltd.
 HELGOLAND, German str., 771, H. Bendixen, 20th April—Hohow 19th April, General—Jensen & Co.
 HILTON, British str., 1,217, G. Hooker, 19th April—Foulton 14th April, General—Butterfield & Swire.
 MOKUOCHI, British str., 3,002, L. E. Power, 20th April—Singapore 14th April.
 PELORUS, British str., 3,000, Commander A. P. Davidson, 20th April—Singapore 14th April.
 WENT, British str., 20th April—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 20th April.
 Asia, British str., for San Francisco.
 Bayong, British str., for Swatow.
 Phi Yee, French str., for Hongkong.
 Samara, British str., for Shanghai.
 Wanchai, German str., for Swatow.

DEPARTURES.

20th April.
 CHUNSHAN, British str., for Canton.
 DEWENT, British str., for Shanghai.
 LAMBER, British str., for Singapore.
 LIXAN, British str., for Shanghai.
 NINGPO, British str., for Shanghai.
 QUINCY, German str., for Hongkong.
 ROMAN, British str., for Woonung.
 RUBI, American str., for Manila.
 TAMON MARU, Japanese str., for Milko.
 TRINIAU, German str., for Hahow.

SHIPPING REPORTS.

The German str. Helan reports: Baity weather, strong N.E. winds and high seas.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. Mongolia is due to arrive at Hongkong to-morrow between 9 and 10 a.m.
 The T.K.K. str. America Maru arrived at Yokohama on the 14th inst., and left that port for Hongkong with U.S. mail on the 17th inst. via Kobe, Nagasaki and Shanghai.
 The P. M. S. S. Co. str. Persia sailed from San Francisco on the 12th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 10th prox.
 The P. M. S. S. Co. str. Koon sailed from San Francisco on the 14th inst. for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 19th prox.

THE AUSTRALIAN MAIL.
 The T.G.M. str. Prins Sigismund left Sydney on the 8th inst., at 11 a.m., and may be expected here on or about the 30th inst.
 The E. & A. str. St. Albans left Sydney on the 12th inst., for this port (via Queensland Port, Port Darwin and Melb.) and is due here on or about the 5th prox.

THE PACIFIC COAST STEAMERS.
 The P. & O. S. N. Co. str. Sumatra left Singapore for this port on the 15th inst., at 9 a.m., and is due here to-day.
 The Hunan str. Rindels left Shanghai on the 17th inst., at 1 p.m., and may be expected here to-day (p.m.).
 The Apur str. Japan from Shanghai, Kobe and Moji may be expected here to-day.

The Norddeutscher Lloyd str. Prinz Waldemar left Nagasaki on the 18th inst., at 6 p.m., and may be expected here to-morrow at noon.
 The Olef Wijk & Co. str. Peking left Sebang on the 15th inst., and is expected here on the 24th inst.

The N.Y.K. str. Toki Maru (Bomby Line) left Bombay for this port via Singapore on the 7th inst., and is expected here on the 25th inst.
 The Mogul Line str. Pathan left United Kingdom on the 12th ultimo for Hongkong via Straits.

The P. M. S. S. Co. str. Loral left United Kingdom on the 10th inst. for Hongkong, via the Straits.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN"
 Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 25th inst., at 4 p.m.

For Freight or Passage, apply to
 DAVID SASSON & Co., Ltd.,
 Agents,
 Hongkong, 20th April, 1911. [613]

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA (COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "MONTROSE" ... On or about 4th May.
 S.S. "MUNCASTER" ... On or about 11th May.

For Freight and further information, apply to
 PODWELL & Co., Ltd.,
 Agents,
 Hongkong, 20th April, 1911. [446]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
 (With Liberty to Call at the Malab. Coast.)

THE Steamship
 "AFGHAN PRINCE,"
 Captain Thomas, will be despatched for the above ports on or about 19th May, 1911.

For Freight and Passage, apply to
 ARNHOLD, KARBBERG & Co.,
 General Agents,
 Hongkong, 19th April, 1911. [614]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	PAUMA	Brit. str.	—	H. W. A. Clarke, R.N.R.	P. & O. S. N. Co.	On 3rd May, at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILHIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 17th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOHIA	Brit. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 8th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSE	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINE	On 25th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARGADIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERIKA LINE	On 6th June.
COPENHAGEN & HALLIC TOWNS	CATHAY	Dan. str.	—	H. Kruse	MELCHERS & Co.	About 3rd May.
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINE	On 10th May.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAKURA MARU	Jap. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINE	On 10th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Toima	NIPPON YUSEN KAISHA	On 10th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIHIMA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 3rd June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BAYERN	Ger. str.	k.w.	Bremer	HAMBURG-AMERIKA LINE	On 3rd May, at Noon.
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binzer	MELCHERS & Co.	On 26th inst.
ATTEST. ... SINGAPORE &c.	AUSTRIA	Brit. str.	—	Raich	SANDER, WIELE & Co.	About 4th May.
NEW YORK	MONTROSE	Brit. str.	—	Thomas	DODWELL & Co., Ltd.	About 18th May.
NEW YORK & NEW YORK VIA PORTS & SUEZ CANAL	AFGHAN PRINCE	Am. str.	—	—	ARNHOLD, KARBBERG & Co.	About 25th inst.
BOSTON & NEW YORK	MATOPPO	Brit. str.	—	—	THE BANK LINE, LTD.	About 11th May.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	MUNCASTER CASTLE	Brit. str.	1 m.	E. Bestham	CANADIAN PACIFIC R. Co.	On 29th inst., at 6 p.m.
YANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	W. Davidson	NIPPON YUSEN KAISHA	On 28th June, at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MONTAGLE	Brit. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 25th inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 2nd May, at D'light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd May, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 4th May.
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	SEVIER	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ANITA	Brit. str.	—	H. Gaukzger	PACIFIC MAIL S.S. Co.	On 29th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 12th May.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	AMERICA MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 8th May.
BEIRUT, DELAGOA BAY, DURBAN, &c.	KATANA	Brit. str.	—	—	PORTLAND & ASIATIC S.S. Co.	On 25th inst., at 10 A.M.
PORTLAND & ASIATIC S.S. Co.	RYGJA	Nor. str.	—	—	NIPPON YUSEN KAISHA	On 12th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 9th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUNANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 2nd May.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th May, at Noon.
KOBE & YOKOHAMA	KAWA MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 17th June, at 1 p.m.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at D'light
JAPAN, HONOLULU, MANZANILLO, &c.	HONGKONG MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
JAPAN	RUSSIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
TIEN-TSIN	CHINUA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Midnight
TIEN-TSIN VIA SWATOW & WELHAIWEI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
CHIENTO & NEWCHWANG	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, YOKOHAMA & KOBE	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 27th inst.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 2nd May.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	About end of April.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 3rd May.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 18th May.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at 10 A.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at 8 A.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 11 A.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 11 A.M.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 2 p.m.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 10th May, at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd May.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 2nd May.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	CHINUA	Brit. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.

CANADIAN PACIFIC RAILWAY CO.'S NORDDEUTSCHER LLOYD, BREMEN ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPERESS OF INDIA" SAT., 29th April	"ALLEN LINE" FRIDAY, 26th May
"EMPERESS OF JAPAN" SAT., 30th May	"EMPERESS OF BRITAIN" FRI., 16th June
"EMPERESS OF CHINA" SAT., 10th June	"ALLEN LINE" FRIDAY, 7th July
"EMPERESS OF INDIA" SAT., 29th June	"EMPERESS OF IRELAND" FRI., 28th July
"EMPERESS OF JAPAN" SAT., 1st July	"ALLEN LINE" FRIDAY, 18th Aug.

Empress Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's "EMPERESS" Express, and at QUEBEC with the Company's "EMPERESS" Express, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers) £43 ... £45.
 and 1st Class Railway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments. Full particulars of application from Agents, Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.

EST ASIATIQUE FRANCAIS MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.
 MAIL LINE BETWEEN HONGKONG AND HAIPHONG (VIA KWANG CHOW WANG).
 Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.
 Arrives Haiphong on FRIDAY, at 2 P.M.

1st AND 2ND CLASSES ON BOARD.
 For Passages and Freight, apply to
 P. THOMAS, M.M. Co.'s AGENT.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, YAP, ANGAUR, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR," Capt. F. ISENK.	5,100	Tuesday, 25th April, at 10 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	About 2nd May.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMMILL.	5,050	Wed' day, 3rd May.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG," Capt. F. v. BINZER.	18,300	Wed' day, 3rd May, at Noon
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"BULO," Capt. H. FORNES.	16,900	About 3rd May.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to
 NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st April, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 29th April, 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th May, 4 p.m.

For Freight or Passage, apply to
 SHEWAN, TOMES & Co., General Managers,
 Hongkong, 21st April, 1911. PHILIPPINES S.S. Co. [13]

PORTLAND & ASIATIC S.S. CO.

OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE AND YOKOHAMA.
 (WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3,807	Eivind Meyer	On 8th May.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,
 AGENT.
 KING'S BUILDING, (Opposite Blake Pier).

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD
 FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"
 Captain W. Gregory, will be despatched as above on 22nd inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 12th April, 1911. [573]



STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMEN, and AFRICAN PORTS).

THE Company's Steamship

"AUSTRIA"
 Capt. Raich, will be despatched as above on WEDNESDAY, 26th April.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.

For information as to Passage and Freight, apply to
 SANDER, WIELE & Co.,
 Agents,
 Princess-Buildings,
 Hongkong, 31st March, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE"
 Captain E. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this port for Bombay and Colombo on SATURDAY, the 29th April, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "MORLA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the S.S. "Bertha," due in London on the 9th June, 1911.</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. B. W. H. Snow	About 27th April	Freight and Passage.
LONDON via Usual Ports	ASSAYE Capt. G. W. Cockman, R.N.E.	Noon, 29th April	See Special of Call.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PESHAWUR Capt. E. W. Bruce	About 2nd May	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	PALMA Capt. H. W. A. Clark, R.N.E.	10 A.M., 3rd May	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.E.	About 17th May	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st April, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	WUHU	On 21st April, 4 P.M.
SHANGHAI	CHINHUA	On 22nd April, 11 A.M.
TIENTSIN	TAIHOOW	On 23rd April, 11 A.M.
MANILA, CEBU and LOILO	TAMING	On 24th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAPONG" is situated on Deck, aft. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 45 SINGLE and 90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG, CALCUTTA, KUMSANG	KUMSANG	Friday, 21st April, Noon.
MANILA	LOGOSANG	Saturday, 22nd April, 2 P.M.
TIENTSIN via SWATOW and WEI	CHIPSHING	Sunday, 23rd April, 11 A.M.
SHANGHAI	CHOYSANG	Thursday, 25th April, 11 A.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS.)

The Steamers "KUMSANG," "NAGASAKI" and "KAPONG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(OCCUPYING 9 TO 10 DAYS.)

STEAMERS	CAPTAIN	LEAVING.
"HAIKANG"	Capt. A. E. Hodgins	FRIDAY, 21st April, at 11 A.M.
"HAINAN"	Capt. J. S. Roach	TUESDAY, 25th April, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 28th April, at 11 A.M.

FOR SWATOW AND RETURN.

(OCCUPYING 3 DAYS.)

STEAMERS	CAPTAIN	LEAVING.
"HAINAN"	Capt. J. W. Evans	SUNDAY, 23rd April, at 10 A.M.
"HAIKANG"	Capt. J. W. Evans	WEDNESDAY, 26th April, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KORE and YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. FREINFELS ... 6th May	S.S. SENEGAMBIA ... 27th April
S.S. SCANDIA ... 18th May	S.S. ROTTERDAM, HAMBURG & ANTWERP ... 8th May
S.S. SLAVONIA ... 4th June	For HAVRE, BREMEN & HAMBURG ...
S.S. SEGOVIA ... 15th June	S.S. SUBVIA ... 10th May
S.S. SEPIA ... 21st July	For ROTTERDAM, HAMBURG & ANTWERP ...
S.S. SLEISIA ... 12th July	S.S. SACHSEN ... 25th May
S.S. C. FELD LAEISZ 28th July	For MARSEILLES, HAVRE & HAMBURG ...
	S.S. BAYERN ... 3rd June
	For ROTTERDAM & HAMBURG ...
	S.S. ARCADIA ... 6th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th April, 1911.

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NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 26th April, at Daylight
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 10th May, at Daylight
	MISHIMA MARU Capt. A. E. Mosses	9,000	WEDNESDAY, 24th May, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kono	7,000	SATURDAY, 20th May, from Kono
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 25th April, at Noon
	SAWA MARU Capt. Iizawa	7,000	TUESDAY, 23rd May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Windsor	6,000	FRIDAY, 12th May, at Noon
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. J. Nagao	5,000	FRIDAY, 9th June, at Noon
	TOSA MARU Capt. H. Nomura	6,000	WEDNESDAY, 26th April
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 27th April, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	5,000	TUESDAY, 2nd May
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. J. Nagao	5,000	WEDNESDAY, 10th May, at Noon

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

RATES OF PASSAGE.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	1st Class	2nd Class	3rd Class
KAMO MARU	9000	26th April	"	Y. 550.00	R. 825.00	R. 360.00
AKI	7000	10th May	"	"	"	"
MISHIMA	9000	24th "	"	"	"	"
KAGA	7000	7th June	"	"	"	"
VICTORIA, B.C. & SEATTLE, WASH., U.S.A.						

To Pacific Coast Common Points:

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	1st Class	2nd Class	3rd Class
TAMBA MARU	7000	25th April	"	\$ 230	\$ 221	\$ 221
AWA	7000	23rd May	"	"	"	"
INABA	7000	20th June	"	"	"	"

To London via New York: 1st Class \$ 260

via St. Lawrence: 1st Class \$ 250

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO, MANAGER.

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U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	27,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	27,000	FRIDAY, 24th June, at 1 P.M.
MANCHURIA	27,000	FRIDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	27,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	27,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE R.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Navy, Military, Diplomats and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st April, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.

SALOCY SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KINC'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS &c.

Head Office for the Far East—15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 5th May, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO.)
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hashikuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, 1 P.M.

THE Steamer "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLEJO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 P.M.

FARES FROM HONGKONG.		
to SAN FRANCISCO	£ 45-0-0, Single	
" NEW YORK	" 60-0-0, "	
" LONDON	" 71-10-0, "	
" " " " " "	" 120-0-0, Return 6 Months	
" " " " " "	" 125-0-0, " 24 "	
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single	
" VALPARAISO	Yen. 570.00, "	

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomacy, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Service. Record Speed 24 knots.

Through Bills of Lading issued to Japan, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, LOCAL MANAGER,
Kinc's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"CANADA MARU"		TUESDAY, 2nd May, at Daylight
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	TUESDAY, 16th May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 23rd April, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 26th April, at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

